AFFAIRS OF THE RAILWAYS.

Fast Trains to Be Withdrawn.

CHICAGO, Aug. 9 .- A local paper says that the roads between Chicago and Missouri river points have concluded to withdraw all limited express trains two weeks from next Sunday. After that time the fastest run between Chicago and Kansas City will be eighteen hours and fortyfive minutes. The time now made by the fast trains is between fourteen and fifteen hours, and that is much slower than the fast time made by the Eastern roads. The explanation made by the roads is that the running of those trains was so expensive that they were an actual loss. The true inwardness of the matter is said to be that the railroads which were unable to meet the fast time made by the short lines, refused to join any combination for advancing rates unless the limited trains were withirawn, and an agreement made to run at such a pace as to give all roads a chance to make the same time between Chicago and the Missouri river.

Personal, Local and State Notes. To-day and the two following Saturdays the Vandalia will give low-rate excursions to Lake

Maxinkuckee. The Erie no longer does any hauling of dressed-meats, and it all goes to the Vanderbilt

and the Pennsylvania lines. Passenger men greatly fear that the Niagara Falls excursions are to bring about a further demoralization in east-bound passenger rates. The Bee line people have in the last two weeks received fifteen new passenger coaches and five new baggage cars from the Dayton car-works. Export business has improved considerably within the last few days, but it is still falling below that of the corresponding period last

The reduced immigrant rates West from New York and Boston take effect to-day. They are based on \$5 from Boston or New York to Chi-

The Bee-line is fitting up its passenger equip ments with the Martin anti-fire heating device, the steam from the locomotives heating the coaches. Wm. Turiff, general master mechanic of the

Bee-line, and Wm. Patterson, holding the same position on the C., I., St. L. & C., were in the city yesterday. Wm. Garstang, formerly master mechanic of of the Bee-line at the Brightwood shops, and

now master mechanic of the Chesapeake & Obio road, is in the city for a day or two. The Joliet steel-mills are so pressed with orders that they have not shut down this month, as they usually do. They are now turning out

rails for the Illinois Central road. It is stated that in July there were forwarded West 3,000 more car-loads of anthracite coal than in July, 1887. All over the West the deal-

ers are stocking up earlier than usual. The new freight depot of the C., I., St. L. & C. at Cincinnati will be ready for occupancy by the 1st of October. It is a large structure three stories high and English in its style of archi-

The Union Railway Company proposes to sell the Sherman House to any party who will tear it down and erect on the ground a handsome buildine which will compare favorably with surround-

The Chicago & Indiana Coal and the Chicago & Eastern Illinois railroad companies have each declared 11 per cent. dividends, payable Sept 1. Both roads are really owned by the H. C. Diehl, general manager of the Inter-

state Dispatch established an office at Philadelphia this week, and appointed W. S. Stemer, of that city, agent. This line reaches Philadelphia over the Reading road. Those in a position to know what is going on

predict that no more will be heard of the Ives-Staynor-C., H. & D.-Vandalia deal, young Ives having out-generaled at every point those who have been endeavoring to corner him. The managers of Western roads will hold another meeting next Tuesday to further discuss the proposition of abandoning the limited trains

between Chicago and Missouri river points, the object being to cut down expenses. The Chicago & Alton will hardly take this backward step. The United States Express Company is showing much enterprise in developing business along the lines acquired by the purchase of the Baltimore & Ohio and other express company

plants. In some States wagon lines have been established to reach towns off the railroads. Maurice Hartnett, the engineer injured July 8 on the L., N. A. & C., died at Lafayette a day or two ago. Mr. Hartnett was one of the oldest engineers on the road. He leaves a wife and six children, and, unfortunately, was not a member of the insurance association of the Brother-

hood of Locomotive Engineers. The police have special instructions to put a stop to men and boys jumping on and off trains passing over the Union tracks, when in motion. A year ago the practice was well broken up, it was thought, but the arrests of that time seem to have been forgotten. The fatal accident of Wednesday from this cause, however, has brought the matter again to the front.

The sixteen-car-load-shipment of tea from San Francisco to New York over the Northern Paeific, the Burlington & Northern, the Chicago & Atlantic and the Erie, reached New York yesterday on schedule time. The train was run through at an average speed of forty miles per hour, and on some portions of the route a speed of fifty miles per hour was made on long stretches.

Commencing with Aug. 14 and extending to Sept. 12, all the western lines out of here, will sell round-trip tickets, first-class, to Los Angefellows in that city, next menth. Passenger men expect that this action will lead to a break in rates to all Pacific coast points.

W. B. Halstead, the newly-appointed freight agent of the Indiana Midland road, was in the city yesterday, forming an acquaintance with the freight men here. He thinks that by next month this road will have all the business it can well secure equipments to move. So far as the road is concerned in the way of equipments it is in bad shape, but other roads which will profit through a connection with it, show a disposition to help out the Indiana Midland.

It is stated that the Toledo, St. Louis & Kan-sas City road will build a low bridge across the Mississippi river at Alton, Ill., whereby all roads centering at St. Louis from the East can enter St. Louis proper without using the St. Louis bridge. This would be an excellent idea, but if a more wealthy coporation was behind the movement, and if the T., St. L. & K. C. was completed as a standard guage road, there would be more room for believing the report.

Among freight men there are those who be lieve that the Trunk-line Association has outlived its usefulness. The roads are jarring and clashing among themselves, and there is nothing to lies and to have its friends in the Senate make hold the presidents to the agreements they long speeches in favor of our "enemies, the make. No fine can be imposed, and no money is restored if a line gets more than its share of in having seen in this debate what the animus the traffic. In short, the stability of rates rests upon the agreements made by the presidents, who are themselves coerced by the necessities of the companies to violate their own agreement.

Miscellaneous Items. The parties owning the Tennessee Midland road have decided to extend the line from Jack-

The Pullman shops at Detroit employ over 700 men, many of whom are working over time, so pressed are the works with business. The recent action of the Texas Traffic Association makes it certain that all traffic west of

son to the river.

Chicago will be subject to "Western classifica-The Kansas City, Memphis & Birmingham company has located its extension from Aber-

deen to Columbus, Miss., and construction work will begin next week. The Canadian Pacific is landing wool in Boston eighteen days from the time it is shipped

from San Francisco. The overland run from Vancouver to Boston is made in thirteen days. Thus far this year Texas has built 916 miles of railroad, and with the exception of ten miles It was standard gauge track. The mania for building narrow gange roads in Texas has great-

ly abated. The Canadian Pacific has commenced the construction of a new extension from London to Detroit. This company has purchased extensive dock and terminal property at Windsor, opposite Detroit.

An immense lumber traffic is developing on the St. Louis & Iron Mountain road. Within the last twelve months fifty private switches leading to saw-mills and lumber-yards on the line have been laid

The C., B. & Q. announce the formal opening. on Monday next, of its new steel bridge over the Missouri river at Nebraska. Some changes in the passenger train service will then be made, the bridge serving as a gateway to points in southern Nebraska

A Denver machinist has made for one of the surgeons on the Union Pacific road a railroad tricycle. The machine has two large wheels to sun or one rail, one thirty inches and the other swenty-six in diameter, and a fourteen-inch wheel to run on the opposite rail. It is built with ball bearings, cranks and pedals, like an around at a speed of fifteen miles an bour.

The managers of the railroads of Nebraska are

the commissioners of that State are treating the railroad interests. The Omaha Republican states: "All movements of a construction tendency have been entirely withdrawn, and it is estimated that within one month the State has lost many thousand dollars that would have been paid out to laborers, and in the general list of expenditures consequent upon the preparation for and actual work of building new roads."

THE FIFTIETH CONGRESS.

Further Discussion of the Fisheries Treaty-Spat Between Messrs. Morgan and Blair. WASHINGTON, Aug. 9 .- Mr. Palmer intro duced a bill for the purchase of the Portage Lake and Improvement Company's canal, etc.

Referred to the committee on commerce. Mr. Mitchell offered a resolution calling on the Secretary of the Interior for information concerning his recent decision in the Guilford-Miller land case, affecting the title to the Northern Pacific lands. Agreed to.

The Senate then proceeded to business on the calendar, and the following bills were passed: The bill to pay A. W. Taylor \$83,869 for necessary additional expenses incurred by him as postmaster at Leadville, Col.; also, a like bill to pay Royal M. Hubbard \$600 for additional rent of postoffice at Long Mount, Col.; the Senate bill to relieve the sureties of Geo. W. Hook, formerly receiver and disbursing agent of the United States Land Office at Humboidt, Cal., (bond dated in 1858); the Senate then, at 11:45, proceeded to consideration of the fisheries treaty in open executive session, and Mr. Evarts resumed his speech (begun yesterday) against its

When Mr. Evarts ceased speaking, the discussion turning on President Grant's message to the Senate, with a proposed treaty on the same subject, was taken up by Mr. Morgan, who declared that President Grant had on that occasion given counsel in favor of a true and wise policy, and now spoke from his grave better than any Senator had done in the discussion. Mr. Morgan said that the object of destroying the treaty at once was nothing more nor less than political, and was connected with the presidential election. Under such circumstances it behooved Senators to look carefully around them. The committee on foreign relations and the Senator from New York, alert and experienced statesmen, had proposed nothing in the place of it. They pooh-poohed and treated with contempt the idea that there might be embroilment and war growing out of the fisheries trouble. One of the Senators from Massa-chusetts had pronounced him [Mr. Morgan] a silly man because he had alluded to the fact that war might grow out of the question. He might be silly, but he had seen enough of war to be afraid of it. Perhaps the Senator from Massachusetts had not. He had seen enough of bloodshed between brethren to understand that when blood was shed between Englishmen and Americans, who belonged to the same stock, there was

going to be a great many people killed.

Mr. Hoar disclaimed baving spoken of the
Senator from Alabama as silly. What he had said was that if he had not so much respect for that Senator he should pronounce the suggestion that war with England might grow out of insisting on the rights of American fishermen as supremely silly.

Mr. Morgan said that the Democratic party

had in it the backbone of Andrew Jackson; that it was not going to make a foolish quarrel, but that if the quarrel came it would stand by the mean a joke, might mean some traffic, some swapping of knives, some chaffing about a little contract, but the Democratic party meant business. When this negotiation would fail, then the Democratic party meant, as the President meant, that the retaliation act, which then, and not before, would become mandatory, would be obeyed. And yet when it was expected that that law was to be obeyed there came a howl from the fishery association because the President would not pledge himself in advance to

limit the retaliations to the fishery business. Mr. Blair, whose union negotiation resolution had been alluded to by Mr. Morgan, declared sarcastically that if there was to be no war with England or Canada until the discussion on the treaty ended, war would be postponed until the destruction of the world by fire or a daluge came again. He defended his resolution, and declared that without such a union as it proposed it was impossible for the two nations to go on in peace. The extension of some federal system over the whole continent was indispensable. There could be no better opportunity for it than the present. Why should it be postponed until the population of Canada was ten millions and that of the United States one hundred millions? Were all the dreams of the prophets and of the lovers of freedom to be postponed? Very likely his proposition would not affect the Senate or the press, but there were men and women all over Canada and the United States who would say that that was the thing to be done. Talk about war under such circumstances was wholly out of place. He supposed that the object of the Senator from Alabama, in talking

war, was for effect in the political campaign at home. He did not know of any Republican who talked about war as a result of the rejection of the treaty. The resources of diplomacy were all open, and had not been exhausted. A recalcitrant, obstinate and pig-headed executive was not going to take the responsibility of inflicting on the American people needless injury, mercantile distress and the destruction of business unnecessarily, and simply because he had the power. Congress had confidence to give him a discretion in the direcles, Cal. and return, at \$73.85, good for sixty | tion of retailation so far as was necessary to days. The low rate is given on account of the regulate and to vindicate the injury that might meeting of the Sovereign Grand Lodge of Odd- be done to American rights simply in the matter of haberies. When it was intimated to to Senate that the President was going further and would destroy the industrial fabric of the United States simply because he and his party were in a pet, it appeared to him [Mr. Blair] that the whole party might as well be banished

from the country as being too ignorant, too foolish, or too unpatriotic to exist properly under the protection of American law. The Senate would undoubtedly reject the treaty, and ought to be permitted to reject it without so much talk. The Senator from Alabama would prevent war by his everlasting speeches. As to his own resolution, it meant that a basis for action might be found under which the northern boundary of the United States would be coterminous with the North Pole.
Mr. Hale criticised Mr. Morgan's position and

that of the Democratic party on the treaty as being in the interest of free trade. The treaty was a proposition to remove the duties on fish caught by British fishermen, to be brought into American ports in competition with American interests and industries. It was only within the last year that an American administration was to be found that was willing to trample American interests under its feet and make long homi-

of the Senator from Alabama was.

Mr. Morgan denied that he had made any statement as to his desire or expectation to re-peal the duty on salt-fish, nor had he intimated that in consideration of the tariff bill soon to be entered upon he, or any Senator on his side, proposed to make such a motion. He re-ferred to Republican Senators, who seemed to think that his life ought to have been forfeited for his position in the late war, as men who had run no risk of being killed themselves; who had hid themselves in bomb-proofs while they were filling their pockets, and who had never dared to toe the line. Proceeding to pay his compliments to Mr. Blair, Mr. Morgan said that the country would not go to school to that Senator to learn lessons of wisdom, and would not receive instructions from a Senator who had talked such a batch of nonsense as that Senator had talked this evening. What credit, Mr. Morgan asked, could the British government give to that set of resolutions or to the American Senate in which they had been offered and debated, except to say that the Senator from New Hampshire did not know what he was talking about, and that his party was not

responsible for what he said. The Senator from New Hampshire, he said, had spoken of President Cleveland as pig-headed. Mr. Cleveland was not pig-headed, and was not a fool. He had been wise enough to beat the Republican party every time he came in contact with it, and he was going to do it again so easily that the Republicans would not know how it happened. If Mr. Cleveland had been a mere politician, and had desired merely to make the most of the situation, he would have done what some Republican Senators have been doing, in fulminating immense threats and talk about Great Britain. He would have gone into the jingo business, and if he had issued a proclamation it would have included nothing in the world but fish. But he had marched plainly along in the line of duty, and the people knew it. His strength consisted in the fact that the people believed he and his Cab-inet were just, and honest, and brave men, who

continent, and the people knew it and intended to sustain him. Mr. Blair said he had used the unfortunate adjective "pig-headed" in reference to the President's anticipated conduct as foretold and proclaimed by the Senator from Alabama. He had no wish to qualify the expression. He did not want to interfere with the Senator's adoration. beginning to feel greatly incensed over the way I That Senator was at liberty to worship any

could not be swerved from the line of duty. Mr.

Cleveland was the truest representative of

American character that stood on the American

fetich he chose, and would naturally select such After further interchange of like compliments between the two Senators, the day's discussion came to a close and the Senate adjourned.

Proceedings of the House. WASHINGTON, Aug. 9 .- Mr. Morrow, of California, asked unanimous consent for present consideration of the Senate bill to carry into effect the provisions of the treaty between the United States and China. The bill, he said, had passed the Senate unanimously, and a similar measure had received the unanimous approval of the House committee on foreign affairs. It was exceedingly important that this bill should be considered at once and should become a law as soon as possible. The United States had entered into negotiations with China and the treaty had been ratified by the Senate. It was now waiting ratification by China, and would go into effect immediately upon its ratification. It was incumbent upon Congress to provide machinery to carry out the treaty in order that there should be no hiatus between the present law and the new law. It was a most important measure to the people of the Pacific coast, who asked, indeed, they commanded, that Congress should relieve them from the difficulfies they

were now encountering. Mr. Breckinridge, of Arkansas, thought Mr. Morrow would act more wisely not to spring the bill upon the House suddenly, but to allow some date to be fixed for its consideration. But Mr. Morrow insisted upon his request for immediate consideration, and Mr. Springer, of Illinois, declared that some future day should be fixed for its discussion. The measure was referred to the committee on foreign affairs. On motion of Mr. McMillin, of Tennessee, the committee was granted leave to report the bill

back at any time. Mr. Nelson, of Minnesota, from the committee on Indian affairs, reported the bill for disposal of the agricultural lands embraced within the limits of the Pipestone Indian Reservation, Miun. Referred to the committee of the whole. A message from the Senate announced the

passage by that body of a concurrent resolution declaring that members of both houses will attend the funeral of General Sheridan, on Saturday next, and that as a mark of respect to the memory of the deceased, when the two houses adjourn on Friday, it will be to meet on Mon-On motion of Mr. Cox, of New York, the res-

olution was concurred in. The House then went into committee of the whole-Mr. Springer, of Illinois, in the chairon the deficiency appropriation bill. The discussion of the French spoliation claims was resumed, and an elaborate argument in

opposition to their payment was delivered by Mr. Buckalew, of Pennsylvania. Mr. Hooker, of Mississippi, advocated the payment of the claims. Mr. Turner, of Georgia, spoke in opposition

to the position taken by the Court of Claims in the matter. Mr. Jackson, of Pennsylvania, contended that it was the duty of the government to pay these claims promptly, and that it was a serious neglect of duty on the part of the government

not to have paid them sooner. Pending further debate the committee rose. Mr. Dibble, of South Carolina, submitted the conference report on the bill for the erection of a public building at Sioux City, and it was agreed to. It fixes the limit of cost at \$150,000. The House then adjourned.

Rev. R. V. Hunter.

Huntington Herald. "One by one the roses fall." The Democrat, a few days since, announced that Rev. R. V. Hunter, pastor of the Seventh Presbyterian Church at Indianapolis, had repudiated the Republican party and announced for Cleveland and Thurman. C. W. Watkins, of this city, was a class-mate of Rev. Hunter in college days, and addressed him a letter of inquiry on the matter. The answer has been received, and is a square denial of the lie. Mr. Hunter emphatically declares that he "will vote for Harrison and Morton, if spared to do so."

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[OFFICIAL.] COPY OF STATEMENT OF THE CONDITION

OF THE UNITED STATES BRANCH OF THE COMMERCIAL UNION ASSURANCE COMPANY

On the 30th Day of June, 1888.

Located on the Corner of Pine William Streets, New York. ALFRED PELL, CHAS, SEWALL, Managers. Home Office-London, England. LMAN, Resident Secretary, Cincinnati, O. Cash on hard and in banks 458,213.17 follows, market value:
U. S. 4 per cent. registered bonds.
Chicago, R. I. & Pacific railroad 6 per cent. bonds. 954,375.00 Chicago & N. Western railroad 5 per cent. bonds.

Chicago & N. Western railroad 7 per cent. bonds.

Chicago, Burlington & Quincy railroad 5 per cent. bonds.

Chicago, Burlington & Quincy railroad 4 per cent. bonds (Denver division).

Chicago, Miiwaukee & St. Paul railroad 5 per cent. bonds (Chi. & Sac. West division).

West Shore railroad guaranteed 4 per cent. bonds. 108,000,00 71,000.00 104,000,00 23,500.00 25,875.00 51,125.00 40,500.00 44,000.00 397,094.92 Debts for premiums..... 18,177.43 All other securities..... Amount owing and not due to banks or other creditors.....Losses adjusted and due; losses adjusted and not due; losses unadjusted; losses in suspense, \$1,596.65 181,377.46 waiting for further proof..... 44,432 43 Total liabilities....... \$1,798,273.75

[SEAL.] In testimony whereof I hereunto subscribe my name and affix my official seal, this 28th lay of BRUCE CARR, Auditor of State. [OFFICIAL.]

COPY OF STATEMENT OF THE CONDITION

OF THE UNITED STATES BRANCH OF THE

I, the undersigned. Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company on the 30th day of June, 1888,

* Surplus.....

as shown by the original statement, and that the said original statement is now on file in this office.

State of Indiana, Office of Auditor of State.

On the 30th day of June, 1888, Located at No. 30. Nassau Street, New York, N. Y. J. J. GUILE, Manager.

Home Office, London, England. THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Cash on hand and in the hands of agents or other persons Real estate unincumbered....
Bonds owned by the company, bearing interest at the rate of 4 and 6 per cent., secured as 20,000.00 follows, market value: 291.375.00 255,000.00 mortgaged, and free from any prior incumbrance..... 974,000.00 Debts for premiums..... All other securities..... 19,737.03 LIABILITIES. \$4,893.00 37,339.00 Losses adjusted and due..... Losses adjusted and not due..... Losses unadjusted
Losses in suspense, waiting for further proof
Amount necessary to reinsure outstanding risks 25,767.00 10.145.00 The greatest amount in any one risk, \$10,000. The greatest amount allowed to be insured in any one State of Indiana, Office of Auditor of State.

[OFFICIAL]

I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company on the 30th day of June, 1888,

as shown by the original statement, and that the said original statement is now on file in this office.

[SEAL.] In testimony whereof I hereunto subscribe my name and affix my official seal, this 26th day of July, 1888.

BRUCE CARR, Auditor of State.

COPY OF STATEMENT OF THE CONDITION

OF THE UNITED STATES BRANCH OF THE

GAS STOVES HAMBURG BRENEN FIRE INSURANCE CON

On the 30th Day of June, 1888.

Located at Nos. 62 and 64 Cedar Street, New York City. F. O. AFFELD, Manager, Home Office-Hamburg, Germany. THE ASSETS OF THE COMPANY IN THE U. S. ARE AS FOLLOWS: Cesh on hand, and in the hands of agents or other persons, in bank..... \$28,898.51 Bonds owned by the company, bearing interest at the rate of - per cent., as per schedule 1,023,641.25 filed, market value.

Loans on bonds and mortgages of real estate, worth double the amount for which the same is 20.000.00 85,348.91 Total assets...... \$1,157,888.67 LIABILITIES.

Losses adjusted and due..... Losses adjusted and not due.

Losses unadjusted.

Losses in suspense, waiting for further proof. \$42,720.00 64,396.25 639,746.51 Total liabilities..... \$746,862.76 The greatest amount in any one risk, \$20,000.

State of Indiana, Office of Auditor of State. I, the undersigned, Auditor of State of the State of Indians, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company on the 30th day of June, 1888, as shown by the original statement, and that the said original statement is now on file in this office. [SEAL.] In testimony whereof I hereunto subscribe my name and affix my official seal, this 28th day of July, 1888.

[OFFICIAL.]

COPY OF STATEMENT OF THE CONDITION

--- OF THE ---American Steam Boiler Insurance Company

On the 30th day of June, 1888.

Located at 120 Broadway, in the City of New York. The amount of its capital is..... \$500,000.00 The amount of its capital paid up is..... THE ASSETS OF THE COMPANY ARE AS FOLLOWS: \$132,582.13 filed. market value.

Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance. 849,675.00 44,500.00 Debts for premiums.

All other securities—loans on call with approved security..... 157,161.37 120,180.00 Total assets...... \$1,304,098,50 LIABILITIES. All other claims against the company—commissions due agents \$23,574.20 358,156.27 Amount necessary to reinsure outstanding risks..... Total liabilities...... \$381,730.47 The greatest amount in any one risk, \$20,000. The greatest amount allowed by the rules of the company to be insured in any one city, town or village, \$50,000.

copy of the statement of the condition of the above-mentioned company on the 30th day of June, 1888, as shown by the original statement, and that the said original statement is now on file in this office.

[SEAL.] In testimony whereof I hereunto subscribe my name and affix my official seal, this 28th day of July, 1888.

BRUCE CARR, Auditor of State. [OFFICIAL.]

I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct

State of Indiana, Office of Auditor of State.

---- OF THE ---WESTERN ASSURANCE COMPANY

COPY OF STATEMENT OF THE CONDITION

On the 30th Day of June, 1888.

Located at Corner of Scott and Wellington Streets, Toronto, Canada. The amount of its capital is...... \$1,000.000.00 The amount of its capital paid up is..... THE ASSETS OF THE COMPANY ARE AS FOLLOWS: \$30,711.13 market value:
United States 4 per cent. registered bonds.
United States 4 per cent. registered bonds.
Ohio State stock, 3 per cent.
Georgia State bonds, 6 per cent.
City of Richmond, Va., bonds, 4 per cent.
Dominion of Canada stock, 4 per cent.
Debts otherwise secured—bills receivable.
Debts for premiums. 107,500.00 256,275.00 104.000.00 41,200 00 148,417.50 97,617.60 97,962.73 All other securities..... 160,271.97 Total assets. \$1,069,455.93 LIABILITIES. Losses adjusted and due..... \$65,055.00 Losses unadjusted.....

Total liabilities.... \$604,034.68 State of Indiana, Office of Auditor of State. I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct

538,979,68

INDIANA BICYCLE CO., 116 N. Penn. St., Indianapolis, Ind., will take guns, pistois, watches, type-writers, scroilsaws, lathes, printing presses, amateur photo. cutfits and 2d. hand bicycles in part payment for New Columbia Bicycles and Tricycles or Euggles. We make cow horn handle bars and spade handles; do difficult repairing and nickeling. Send 2 cent stamp for catalogues and divulars. copy of the statement of the condition of the above-mentioned company on the 30th day of June, 1888, as shown by the original statement, and that the said original statement is now on file in this office.

[SEAL.] In testimony whereof I hereunto subscribe my name and affix my official seal, this 28th day of July, 1888.

BRUCE CARR, Auditor of Season.

Losses in suspense, waiting for further proof.....

Amount necessary to reinsure outstanding fisks.....